

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

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COUNTRY Hungary/Poland/Bulgaria/Rumania

REPORT

SUBJECT 1. Hungarian State Railways
2. Bridges

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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
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(FOR KEY SEE REVERSE)

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1. Locomotives.

- a. The Minister of Communications has decreed that by 31 August 1953 the number is to be increased to 2,000. The level of locomotives as of July 1952 was:

In service or sheds: - 1860
Expected from Poland by end of 1952 - 42

- b. "Puncto" (sic) locomotives. Csányi (fnu), General Manager of the MAV, was assured in Warsaw during the summer of 1952 that there were 116 movable engines and 50 immovable. Engineer Biro and his group of experts, who were sent to Poland to deal with this and other questions, discovered that there were actually 190 movable engines.

2. Freight cars from Poland.

By 9 October 1952 500 should have been finished, but the engineer sent to inspect before delivery found that 120 freight cars had been fitted with Polish, Bulgarian and Czech parts. He insisted on replacement of these parts by Polish ones but the result was that delivery was not to be completed until the end of March 1953.

3. Reallocation of Rolling Stock.

42 engines have been returned from Poland up to the end of 1952.
132 freight cars have been returned from Poland up to the end of 1952.
75 passenger coaches have been returned from Poland up to the end of 1952.

4. Taking Over of Local Railways.

When the MAV took over the administration of the HÉV (local railways in Budapest and district) they were found to be in the most appalling condition. The truck axles were over 15 years old, and many were seamed with cracks in the metal. 700 had to be scrapped.

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434

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- 2 -

25X1

5. Shortage of Material.

- a. For the first quarter of 1953 the MAV applied for 1600 tons of axles. They were allocated only 300 tons.
- b. Locomotive fire boxes and spare parts are now being made of 14-16 mm. iron sheets instead of from copper.
- c. The MAVAG is unable to supply steam cylinders as all their production of these is going to the Soviet Union.

6. Bridges.

- a. Preparations are being made to mine all the road and rail bridges in the whole country. Bore holes are being made in the bridges already built. The others are having detonating chambers built in during the course of their construction.
- b. Ujpest bridge: The materials for the arches over the main river bed have not yet been supplied. The bridge certainly appears to be much behind schedule.
- c. New bridge at Ruse-Giurgiu:
 - 1. A new bridge about 2.4 km. long is to be built by 30 September 1953 over the Danube to take the place of the present ferry. The plans have been drawn up by the Russians, who will be responsible for directing the construction. The materials are to come from Polish, Czech and Hungarian works. The three center spans, each 160 m. long, will be made in Hungarian workshops of Polish material. An engineer has been sent to Poland to urge delivery. The smaller spans (30 m., 80 m. and 120 m.) will be made in Poland and Czechoslovakia.
 - 2. There will be a double railway track in the middle on the lowest level of the bridge and above that a vehicular way with a 2.4 m. strip for foot passengers on each side.

7. Záhony.

The ore transloading installation is now complete.

8. Amendments to the Time Table.

The result of the two amendments was that as of 14 December 1952 and January 1953 about 400 trains a week have been cut out. There is no morning fast train to Győr, or to Szeged, or to Debrecen.

9. Accident in Komárom.

A crane car (manufactured at the Győr Railroad Car Works) was being shunted up to the back of a train which stood ready to start when the bolts of the side balancing apparatus gave way and the side balancer fell down, tearing down the signals and the pillar of the passenger foot bridge and damaging six passenger coaches standing on the next track.

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